

# The Morganeer

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Issue 2

## *Morgan Photographic Art*



THE JOURNAL OF THE 3/4 MORGAN GROUP, LTD.

## NEW CLUB MEMBERS

Walter & Susan Barton Ancramdale, NY

Stephen & Beverly Linder Rindge, NH  
'95 Plus 8

Warren Mann Bedford, NH  
'89 4/4

David Wilson Boothbay, ME

Welcome to the club and we hope to see you at an event soon.

## FROM THE PRESIDENT



At one point this week a student asked me, “So, besides it’s so cool looking, what makes the Morgan so important anyway?” I was reasonably certain—and later proved correct—that the student hadn’t practiced and was trying to delay playing their assignment. Even so, the question made me think. In Saratoga at mid-winter, there is an amazing amount of time to think while waiting for the snow to abate enough to pull the cars out and straighten the shed. So bear with me whilst I wax philosophical.

What does your car say about you? Back as far as Fred Flintstone’s family car, or the Batmobile, the car says many things about the driver. I mean, Clark Kent wouldn’t drive the same car as Iron Man.... In addition to one’s car saying things about the driver, drivers attribute many things to their cars. This raises the question of personification (or Anthropomorphism).... Or, in a more basic question fielded by the same student (probably with a desperate attempt to avoid demonstrating the lack of progress once again) “Well, why do you talk about the car like it’s a person?”

I attempted to explain with the clearly obvious answer, “Well the meaning of *personify* is ‘to be the embodiment of a quality or trait.’ For example, my car is the embodiment of the joy of a summer day’s ride.” That didn’t quite sink in. (I think -- Are YOU still following me here?) I tried again, “My car personi-

fies COOL.” That went a little further. I then decided to push the issue and explain that, on the other hand, anthropomorphism is assigning a human attribute to anything impersonal. In the case of Morgans, this is a useful trait. As I tried to explain to my student, “Therefore, is it important to understand how temperamental the car may decide to be on any given morning, and how important it is to keep the car happy!” This made the aforementioned piano practice look much more appealing, even if the week’s attempts were not.

Personifying our cars carries many implications. Thinking of a non-human entity in human ways makes it worthy of moral care and consideration. In addition, so the scholars say, anthropomorphized entities become responsible for their own actions. Thus morally I must do my best by my car, or my car will become annoyed with me and pout.

In the end, between my recalcitrant student and my own philosophizing, there are a lot of ways to answer the question about what makes a Morgan so important. One of the most fitting explanations I have found on why some cars move us comes from French philosopher Roland Barthes. In his 1957 book *Mythologies*, Barthes examines a variety of modern topics, including red wine, professional wrestling, and the Citroen DS. It was the opening of the last essay that I thought so applicable. “I think that cars today are almost the exact equivalent of the great Gothic cathedrals: I mean the supreme creation of an era, conceived with passion...”

Contradicting Barthes, one psychologist I read said, “For some people, a car just doesn’t take on all that much significance. It doesn’t necessarily always mean something. To borrow a sentiment from Freudians: “Sometimes a car is just a car.” Except of course, when it is a Morgan.

Looking forward to seeing you all at the various dustoffs, and of course, at Autumn Mog!

Happy Spring,  
Maura

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## FROM THE EDITOR

**A**re any of you feeling SAD these days? Seasonal Affective Disorder, I mean. In Maine we call it 'cabin fever' and I must admit I am dealing with a severe case of it since the gigantic blizzard we had last week. It's not that I hate winter. I'm just ready for it to be over by the end of January. Did you hear that Mr. Groundhog! So, what is the best cure for SAD or cabin fever – the March/April issue of *The Morganeer*, of course – along with a good dose of fresh air and sunlight.

The 'international issue' is definitely the proper description of this offering of *The Morganeer*. We start off with Parisian correspondent **Douglas Hallawell's** article on the 2016 Chantilly Arts et Elegance event outside Paris. I was trying to find a proper word to best describe this event compared to the previous year. Posher . . . poshier? No, that doesn't work (never mind sounding silly). More posh? No that's not it either. Well, it was such an amazing event that I decided to feature some of Douglas' photos in the centerfold. (Yes fans, we're back to beautiful cars and beautiful people for the centerfold.)

Next we 'travel' to the opposite side of the globe with **Tom Surrency's** article on the first "Across China Car Rally". Never mind that it actually covered no more than a few hundred miles, it was a groundbreaking event as far as the Chinese were concerned. Some of you may recall that we were ALL invited to come and participate in another China Rally this past Summer. Surprisingly no one accepted the challenge. But I hope to report on the event in a near future issue.

Rounding out the 'international' theme, we have an excellent historical article sent in by new club member **Jonathan Kinghorn** on Irishman Joseph Ferguson, who immigrated to New York and founded what became, among other things, the original US Morgan dealership - Fergus Motors. And complimenting this article is a reprint from a recent Miscellany about



an American Morgan, also involving Fergus Motors, that never went into production. Did you know that there was ALMOST an American production Ford 289 V-8 powered Morgan? There is some historical overlap in these two articles, for which your humble editor begs your indulgence. Still interesting reading.

There was only one club event to be reported on – the Northern New England Holiday Party, that for some reason ended up being scheduled in early February. Luckily, the weather was mild and the turnout good and another year of the now famous Yankee Gift Swap is history with no injuries.

This year's Autumn MOG chair **Alison DeKleine** has been busy working on details, accommodations and events for our return to Cooperstown this fall, and also offered an interesting enticement to participate in this year's Bristol British Motorcar Festival in Bristol, RI. Sounds like a great event, put on by the same folks that bring us the British Invasion in Stowe VT.

So forget winter and think positive fellow Morganeers. A robust schedule of club events is on the horizon, starting in mid March and the driving season will soon be here. Planning is well underway for Autumn MOG 2017. Life is good. So go visit your Morgan, give it a hug and whisper "we'll be together on the road soon."

And the road goes on forever,  
Frank

## TO THE EDITOR

Spider,

Thanks for the kind words and also all your helpful advice while I was doing the rebuild of the Flat Rad's front end, now without the dreaded Malvern Dance. I had a great time that day in Connecticut, my only regret is that I parked the trailer too close to the Green! Maybe I'll make it again this year but find some more back roads, so as to park further away.

Regards, Jim Vollmuth

Frank,

Thanks for the advanced copy of *The Morganeer*. I did get the e-Morganeer copy a few hours later. Nice to see my drawing on the cover. That makes 3 covers - an honour I really appreciate.

When I saw the Junkyard Angels pictorial it struck a chord. A friend organized a road trip, with a definite old car focus, to New England in November. One of our stops was Morgan Spares where I picked up a couple of parts. We photographed a sorry Morgan outside the building and there was a photo of the same car in that article - only with snow on it this time. The coincidence is that 2 days ago I started a drawing of that car to be titled something like "Old Morgans don't die - they just get sent to ..... Romania?!" You'll see that once it's finished.

Rick Swain

Frank,

Sent the part of the *Morganeer* about Whitworth to my longest friend, Roger, 1948 Kindergarten. Had the only motorcycle in High School. Still Vintage road races a Triumph 500. My nephew Paul, in the ADKs is restoring a 1950s LWB Land Rover. Roger gave him a set of Withworths. Paul asked us to find a set in England for him. While visiting Eastnor Castle, Lorraine and I came across a "Land Rover Experience" on the estate. They had nothing.

While in the castle, waiting in a dark room full of Knights on horses, a panel in the wall opened and a finger motioned us to cross the rope and enter. Everyone in the group were astonished. We went through into a well lit room. "Looking for Withworth tools?" was the question. When we returned to the line, the others thought it was out of Twilight Zone.

John McNulty

## TO THE EDITOR Continued

Spider,

*(Re: radiator removal ed)* On my Plus 4 I have also removed the radiator from both top and bottom. I would NEVER again do it from the top unless pulling the engine. Raising the front end fairly high, I was able to drop the radiator without touching the bonnet halves or the cowl. I had zero interference with any steering components. Maybe it varies with year of production?

Bob Cohn

Spider,

Reading your letter on the low port intake manifold for the TR engine. For the exhaust side on my TR-3 engine I have stainless headers. As you know, over the years stainless acquires all sorts of colors, blue, blue/yellow, etc. The main issue is high heat, big problem as they run right under the SU's. I have a heat shield with aerospace type baffling on both sides of the shield which helps a lot.

After re-locating to Arizona from

Hong Kong one of the serious Viper racers showed me his exhaust manifold using Swain coatings. They coat both the inside and outside and the temperature reduction under bonnet is remarkable. Not too expensive. I liked it so much that when I brought over the Fiat powered 2 liter Plus 4 from the UK I had the cast iron exhaust manifold done as well. It is a sort of very light grey color.

Of course, if you live in the NE you may want all that heat!

Cheers!

Tom (*Surrency*)

Hi Spider,

In regard to Tech Tips in the Jan/Feb Morganeer, yes that sure looks like the TR3 intake manifold I bought from Linda and Larry that is now in EMMA 2. She is currently, for the first time in 53 years, breathing clean air.

Thanks for the transplant. Is this covered by Medicare?

All the best,  
Steve

Good Morning Spider!

I just wanted to say how much I enjoyed your articles this month. I am still shaking my head how I could have possibly forgotten this year's British Wheels on the Green! It is the one outing I know Vixen can make and I look forward to it very much. Glad it was a good show. I can only put it down to preoccupation with a major change in my life in August. I was "downsized" under restructuring and have been thrashing for new employ ever since.

Oh well... The times they are a changing'. Take care and I will try harder to not forget this year.

Cheers,  
Barb

*Okay, so I'm not REALLY jealous about Spider getting more than his fair share of the 'To The Editor' emails. HOWEVER, I would love to hear from you, faithful readers.*

*You may begin with 'Dear Frank'. PLEASE - make my day! F*

## ANOTHER FROM LENNY

### "Stay!"

I pulled into the crowded parking lot at the local shopping center and rolled down the car windows to make sure my Labrador Retriever Pup had fresh air. She was stretched full-out on the back seat and I wanted to impress upon her that she must remain there.

I walked to the curb backward, pointing my finger at the car and saying emphatically, "Now you stay. Do you hear me? Stay! STAY!"

The driver of a nearby car, a pretty young blonde, gave me a strange look and said,

"Why don't you just put it in 'Park'?"

*Just in case you're wondering, I have tried this with my Morgan with a barely functional parking brake. Trust me - IT DOESN'T WORK! ed*



## Classic Motor Art

By Rick Swain



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## ABOUT THE COVER

Bill Alexander had sent a photo of his Plus 8 to Bob and Susan Wright, former neighbors of his (and Morgan owners) who had moved back to their native Canada, now residing in Victoria on Vancouver Island. They are both very artistic and were working with a new photo enhancement computer software program. Our cover artwork is what they sent back to Bill.

# NORTHERN NEW ENGLAND HOLIDAY PARTY

## *From Morgans to Mozart*

Frank Wnek

Somewhere between New Years and Ground Hog Day, in the infinite wisdom known only to him, Northern New England Area Captain Larry Sheehan decided to schedule the traditional Northern New England Holiday Gathering. Originally Larry was going to host at his place in Falmouth on the Cape (which in my mind can only marginally be considered 'northern' New England), but after considering (for all of a few nanoseconds) an offer by Gerry Murphy and Cameron Tucker to host in a more central location, the party venue was moved to the Boston outer suburb town of Newton Highlands.

With its traditional brick exterior, antique furnishings, arched doorways, incredible artwork and, of course, the Steinway grand piano placed in the far corner of the 'conservatory', the home

of Cameron and Gerry was almost too posh for our rowdy, plebian, scruffy Morgan crowd (I'm speaking of the men only, of course) but we suffered through it. I did not personally witness any beer or wine spilled or broken glasses, nor did I hear any coarse language in use, so I guess we pulled it off okay and hopefully will be invited back again. Check off Newton as one more town on our list of occupied territory.

After an informal meet and greet cocktail hour, phase one of the formalities went off with again no observed breaches in proper etiquette (if you don't count Larry and I drinking our beers from the bottle - SO gauche!) as a lovely buffet of gourmet food was rearranged, duly transferred from table to plates and

consumed with relish. Well, actually I didn't see any relish, but definitely Grey Poupon for the ham. I must say, when it comes to food, this club REALLY knows how to throw a party.

After a fine repast and numerous desserts to sample phase two began with host Gerry passing the hat with the numbers for the now world famous Yankee Gift Swap. If you have not partaken in this event, trust me it is worth the drive from the far corners of the club perimeter to witness this martial art disguised as a gift exchange. This



years coveted gift was a cocktail glass with Morgan wings etched on the side. It changed hands many times, and whoever finally ended up with it hid it so cleverly that I don't remember who it was.

Next a second set of numbers was

photos:

**Top:** The buffet in the Blue Room

**Middle:** Cameron opens the coveted gift - she won't keep it for long.

**Bottom Left:** Gerry passes the hat



Jim and Joan Prior, Jonathan Kinghorn and Susanna Whitman, Shayna Loeffler, Jef Adams, Mike Field (a Plus 8 owner and friend of Larry's who has offered to host the event next year) and of course hosts and hostess Gerry and Cameron. More of Tom Austin's photographs can be viewed on the following link: <http://bit.ly/2m90iE7>

As the crowd began to thin out at the appointed hour (once again minding our manners) I took my leave for the long drive home, although I would rather have lingered for hours playing that wonderful Steinway. It was a most enjoyable and entertaining afternoon. Thanks go to our hosts Gerry and Cameron. Well done.

drawn from the hat to select winners for the now two rotating awards that the recipient can only take ownership for one year and is obliged to return it the following year. These consist of two beautifully hand carved sets of Morgan wings, one with the club logo superimposed, which also hold a selection of Morgan photography. Suitable for proud display on ones 'Morgan' wall or shop space, they are highly prized. This years winners were Jim Prior and Gerry.

The last item on the afternoon's agenda was welcoming new club members Jonathan Kinghorn and Susanna Whitman and some discussion about upcoming club events. Alison DeKleine, who

has graciously decided to host this fall's Autumn MOG gave a few details on her arrangements. After considering Bristol, RI as a site but then finding a lack suitable accommodations, the event will return again to Cooperstown. See Alison's article elsewhere in this issue for details.

To the best of my recollection, the attendees included Larry and Sue Sheehan, Ron and Kathy Garner, Tom and Elaine Austin, Bill and Maura Gartland, Bill and Beth Jouris and son Brian, Morgan Malone and Alison DeKleine, Jim and Marsha Carter,



photos:  
**Top Left:** Kathy Garner "What could it be? Jewelry?"  
**Above Right:** New club members Jonathan and Susanna

## THE GREAT WHITE HOPE RIDES AGAIN!

**H**i ho Silver! After a long, painstaking and extensive rebuild, Spider once again take the wheel of his beloved '59 Plus 4 4 seater, if only for a few quick laps around the block (obviously before the snow). Some assembly still required (a few interior niceties still missing - like seats), but the smile says it all. Good to see you back Spidey. But where's the 'coon's tail?





# CHANTILLY ARTS ET ELEGANCE 2016

Douglas Hallawell

*This article first appeared in MOG Magazine. Reprinted with permission of MOG editor and the author. You may recall that Douglas reported on this event in 2015, described as THE posh sports car event in France. The 2016 event looks like it was even MORE elegant.. See also the Centerfold this issue. ed*

Appropriately scheduled to avoid clashing with Goodwood Revival as well as Angouleme's 'Circuit des Remparts' event, the third edition of this event took place on Sunday, September 4<sup>th</sup>. Close to CDG airport and only 25 miles from Paris, Chantilly's magnificent chateau has proved to be an ideal setting for this prestigious event.

Organisor Peter Auto, in association with sponsor Richard Mille, has once again achieved its goal of attracting not only 13500 visitors, but a variety of sublime cars, especially as regards the 108

cars listed in the concours d'état and the concours d'élégance. The latter involved a parade of eight extravagant concept cars, with an accompanying display of French 'haute couture' by six exclusive fashion houses. In similar fashion to Goodwood Revival, participants and public alike are invited to adopt what is termed the dress code.

A regular optional programme on Saturday – only for cars in the concours d'état – allows owners to take part in a touristic rally while accompanying spouses or friends can opt for an organised day off in Paris. And Bonhams held their usual auction in the chateau's grounds at 5pm the same day. Of the 28 listed cars, 17 were sold, with the highest bid, 4600000 € (5290000 € with commission), going to a 1935 Mercedes-Benz 500K Roadster that was prominently exhibited at the Berlin Motor Show that year. Stolen in 1945, the car resurfaced 25 years later in America, and later returned to Europe where it was sold

before being seized in 2012 by German authorities who then restituted it to the original owner's family (Hans Prym). Incidentally, an identical model won Best of Show last year at Chantilly.

Forty clubs representing eight hundred cars provided a further show in the grounds surrounding the chateau. A newcomer this year was the 'Amicale Tricyclecariste de France' (ATF) that brought along no less than 24 vehicles, mostly 3-wheelers from the '20s & '30s. Ten were Darmont Morgans and four were Morgans, the only trikes present apart from J-Maurice Guimbaud's 2012 model. Organisers conveniently placed ATF next to Morgan Club de France's newly designated parking space, resulting in an eye-catching assortment of 34

---

**ABOVE:** If nothing else, one must look the part (elegance). Douglas At center with white blazer and Italian Fedora



photos:  
**This page:**

**TOP:**  
 I don't have to park next to these Citroens, do I?

**MIDDLE:**  
 Paint, windsreen! Who needs them?

**BOTTOM:**  
 DAF and MOG

**Opposite page:**  
 A Dumont Morgan 3 Wheeler

Morgans and Darmont Morgans parked facing the chateau. Apart from the traditional picnic party organised by each club, ATF's enthusiastic members went a step further. As tradition would have it, they bucked the customary trend of pomp and circumstance by donning a variety of fancy dress costumes to lighten the mood. It certainly worked!

ATF and MCF together attracted the attention of the medias on account of the variety of the cars and trikes, illustrating how events like this provide a showcase for the Morgan marque. J-Louis Moreau, MCF's dedicated organiser, kindly invited five MSCC crews with their Mogs to join forces and share MCF's very privileged parking space where 20 Mogs were displayed including a blue 60<sup>th</sup> Anniversary Plus 4 SS, recently acquired by Dr. Ranbir Bahra who registered through Scenic Car & Continental Car Tours. Six more Mogs were to be spotted elsewhere including two with Travel Destinations and a now French registered Aeromax that was sold at Bonhams' auction last year.

As usual, Peter Auto put on plenty of extra distractions for the public including steamboat tours along the canal, hot air balloon initiations plus pedal cars and horses and workshop activities to occupy the little ones. Among the celebrities in the jury (of 60!) were Paul Belmondo (his father owned a Plus 4 in the '60s), Mick Walsh, Nick Mason and FIA's Jean Todt who was this year's



'invite d'honneur' as a tribute to his exceptional automobile career of 50 years. Particularly appreciated by all attendees was the colourful Republican Guard (with their brass band) that paraded majestically on their horses.

Exceptional concours cars came from all over the world in the hope of taking home one of several prizes (for 21 classes), as was the case for an American collector whose 1938 Alfa Romeo 8C 2900 'Berlinetta Lungo' by Touring took Best of Show. In all, there were 29 trophies including one for the best hat as well as the clubs' prize. ATF apparently was singled out by the jury, not only because of the variety and quality of the trikes and cyclecars, but for other reasons. According to ATF's charismatic president, Frédéric Viginier, the jury selected ATF for clearly identifying each vehicle with signs but also appreciated the club's enthusiasm and presence of lady drivers plus a younger generation of owners (some with their kids) amidst ATF's hardcore members. The trike Frédéric chose to represent the club and receive the clubs' trophy



was Alain Wilczynski's 1932 Darmont Spécial 3-wheeler, sporting gobs of 88 yr-old patina as well as a small wine barrel mounted at the rear.

At the end of the day, it departed loaded to the brim, fishnet, wine barrel and heaven knows what else - inside and on the rear end! Only in France... On an

interesting sidenote, this unique trike also had a cutout in the body for a third seat, a special order placed when new by the first owner. Qui sait, maybe the factory can be persuaded to bring along an electric 3-wheeler to keep them company at next year's edition. It might even steal the show!



## FOR SALE

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# MARTELL CLASSIC CAR CHINA RALLY

## List of Participants

1. 1934 Morris 10/6..... John Endicott
2. 1937 MG TA ..... Mike Berry
3. 1950 MG TD ..... Steve Jones
4. 1951 MG TD ..... Chris Knight
5. 1952 Riley RMB ..... Ho Chi Wing
6. 1953 MG TD ..... Chuck Carl
7. 1953 Morgan +4 ..... Dick Worrall
8. 1954 Mercedes 180..... Yeung Jin Hei
9. 1956 Jaguar XK 120..... Mike Ford
10. 1958 Wolseley ..... Lam Chi Choi
11. 1959 Morgan +4..... Tom Surrency
12. 1960 Jaguar XK 150..... George King
13. 1961 Triumph TR 3..... Mike Burrell
14. 1962 MGA..... Paul Moore
15. 1964 Gordon ..... Bob Bunker
16. 1965 Toyota 800..... Fred Manville
17. 1965 Jaguar 5..... Roger Burkill
18. 1967 Honda S800..... Jackie Salander
19. 1968 Jaguar XKE ..... Jim Holt
20. 1968 Morgan 4/4..... Richard Deacon
21. 1969 MG A..... John Norman
22. 1969 Morgan 4/4..... Tony North
23. 1969 Jaguar XKE..... Terry Trenerry
24. 1969 Cadillac..... Arthur Chan
25. 1972 Jensen Int..... Bo Jensen
26. 1973 MG B..... Brian Dent
27. 1969 MG B..... Roh Ohta
28. 1975 MB B

Frank,

Please see the enclosed papers and photos on the 1986 Classic Car Rally into China by the Classic Car Club of Hong Kong.

To my knowledge, the four Morgans referenced in the Miscellany and other articles were the first Morgans ever into China. I did question the China Sports Assoc. about this. However, at that time, history for China began in 1949 with the Communist takeover. Timing was excellent as it was 50 years of the 4/4 production in 1986.

I believe this morning is the first time I have pulled out the July '86 copy of Miscellany since then. I note tht the article was written by Richard Deacon, a 4/4 owner on the trip (for the China Daily) and the back cover photo or Dick Waorrall's flat rad was mine. I had written a similar article for the club records. I seem to recall that Richard was not a member of MSCC and I was so I submitted both and Miscellany copied the China Daily article. Don't want to be accused of plagiarism!

Dick Worrall has his flat rad in the UK, I have my Plus 4 here in Arizona. Tony North passed away about 5 years ago in HK and I have no knowledge of Richard Deacon's 4/4. Dick's flat rad was on the cover of Miscellany recently and he and I met up for dinner in HK this past November. Dick and I were among the original founders of the club in HK.

I was one of the first American businessmen allowed into China. Much of this was to keep myself entertained in the early days in Beijing (then Peking). The China Motor Sports Assoc. office was one man in a huge office with no heat in winter and no cooling in the summer, made up for by copious amounts of steaming mugs of green tea. After years of talk, I can still remember the day he told me with a huge grin "the time is right."

These China drives led to my real objective, which was to race in China. This came about a few years later when China staged their first street race in Zhuhai.

One challenge that did totally fail was pursuing the rumor that the Chinese police force had purchased some 6-10 XK 120's and several 33 SL's in the 50's to be able to chase and catch foreign diplomats. These were reported to be locked away in a warehouse in Peking, laid up for lack of parts. Thus began a 5 year quest to locate them. I enlisted the help of the son of Mao's German doctor and we had access to any place or warehouse. Total failure.

Anyway, 47 years after my first trip across the border I still do business in China and enjoy every trip as much as the first.

Cheers,  
Tom (*Surrency*)

*Well, regardless of the dubious authorship of the following article, I have given you the by line. I believe I used the article text you sent in your name. Thanks for the interesting Morgan international history Tom. ed*

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# THE ROAD TO CANTON

## *Martell Classic Car China Rally*

Tom Surrency



*This article first appeared in the July 1986 issue of Miscellany. Reprinted with permission of author and current Miscellany editor (see his comments below). ed*

China ushered in a new era of motorsport on April 19, 1968, when the Classic Car Club of Hong Kong staged the first ever Martell Rally of Classic Cars from Hong Kong to Guangzhou, formerly Canton.

The idea was conceived by the author in 1981 when the proposed Peking to Paris race failed to materialize due to Russian resistance to race cars transiting its borders. Discussions with, and support from the China Sports Association of Beijing led to detailed

reviews between the Classic Car Club and the Guangzhou Sports Service Co. Three years elapsed before the first car crossed the border into China.

With approval from the Chinese authorities in January, both sides raced against the clock to stage the event before the advent of the monsoon season which can bring torrential rains for weeks on end.

The rally, covering a distance of only 120 miles from the Ocean Terminal on the Kowloon Peninsula to Guangzhou, involved a logistical effort worthy of

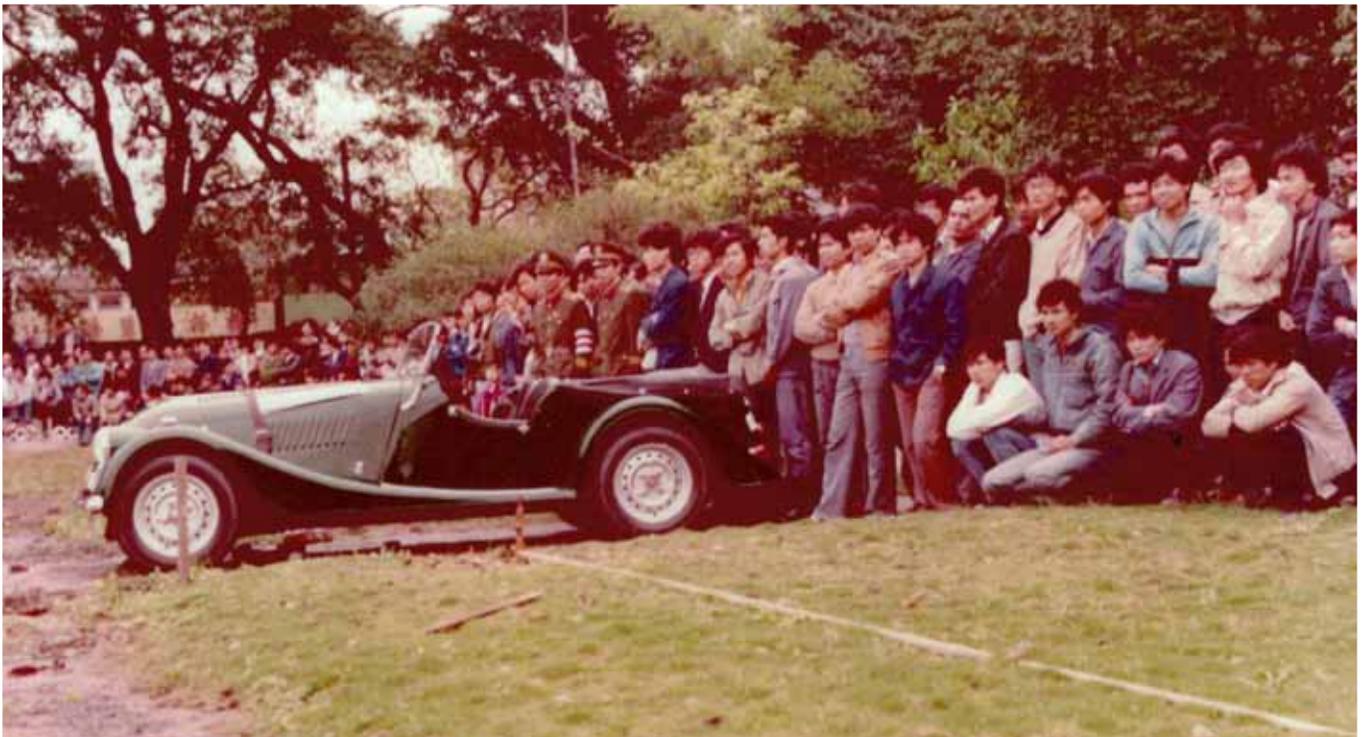
any invading army. Chinese driving licenses, liability insurance, temporary registration papers, vehicle tags for 28 cars and drivers, as well as visas, passports, closed area permits (to allow cars to cross through "no mans land", an area between Hong Kong and China, heavily guarded by British Gurkha troops to prevent entry of illegal immigrants) were only a few of the details

---

photos:

**Top:** Morgans lined up for departure

**Bottom:** The crowd admiring the cars



involved in this exciting event.

Main sponsorship was obtained from Martell Brandy and supported with additional sponsorships from I.C.I., Nescafe, Triumph International, Shell Oil, Lombard Insurance and Crown Motors Ltd.

The club, consisting of approximately 140 members and 80 cars, selected 28 vehicles to participate in this historic drive, including four Japanese members of the Classic Car Club of Japan who were provided with two club members cars. The oldest, a 1943 Morris 10/6 was amongst a wide variety of MG TC's, TD's, A's, and B's, XK-140 and 150 Jaguars, Triumphs, and a Honda 5800. Four Morgans, led by a 1953 flatrad, participated as part of Morgan's celebration of fifty years of four wheel Morgans.

The classic cars were applauded out of the Ocean Terminal at 9:30 AM on Friday, March 21<sup>st</sup> by a crowd of delighted onlookers and well-wishers. They proceeded in an entourage towards the Chinese border with an escort of motorcycle police, to the Man Kam To border



crossing area where immigration procedures were cleared by the Hong Kong authorities and then by the Chinese Customs and Immigration authorities.

Although many of the participants have visited China for years on business, (the author's 61<sup>st</sup> visit, in fact, in fifteen years), nothing prepared us for the reception which began on the Chinese side of the border. Fueling with the

last high test petrol in China at the Shell station in the Free Trade Zone of Shenzhen, people by the thousands gathered by the roadside and in the villages as the convoy wound its way north. An estimated 2,000 provincial, country and Public Security Bureau police brought traffic to a standstill to allow clear passage.

Farmers tilling the fields with water buffalo and brigades of peasants tending the rice paddys dropped tools to wave and cheer this strange group of vehicles. Transport in the countryside of China today is almost all truck or farm vehicles, as private car ownership is virtually unknown. The shortest stop for rest brought hundreds of curious viewers.

Through the villages of Bao An, Humen, Dongguan, the old port city of

photos:

**This page:**

**TOP:** At the museum. The crowd builds

**BOTTOM:** Tom's Chinese Drivers License

**Opposite page:** Security Pass to cross border into China



Huang Pu (Whampoa) and into the largest southern city of Guangzhou, the cars wormed their way through the city to the grounds of the Guangdong Provincial Museum, where they were parked in preparation for the public exhibition on Saturday.

Although the event had press and TV coverage in China, no one anticipated the interest of the ordinary citizen. When the doors to the museum grounds opened at 8:30 in the morning, more than one thousand people were waiting to enter. The usual entrance fee of 40 Fen (17 US cents) had been raised to 1 Yuan or 44 US cents – but this did not deter the curiosity of the people – within the hour the crowd grew to three thousand amid requests for the promised gymkhana. This was quickly arranged. It had originally been proposed for the afternoon but the excitement was so great schedules were quickly abolished and the fun began.

After lunch, word had spread about the old cars and the driving displays. Drivers returned from lunch in a traditional Chinese restaurant (which still retained ancient furniture and stained glass windows), to five thousand spectators waiting patiently around the cars. Inviting spectators to ride with the drivers met further enthusiastic response. A more enthusiastic and disciplined crowd would be hard to imagine. From the old gentleman who asked to hear the horns (which reminded him of his childhood) to the young man eager to see something other than the old designs produced by state owned factories, they bombarded owners with questions. Closing time of 4 PM failed to move the crowd and they were still reluctantly drifting out (with police encouragement) two hours later.

Our hosts, the Guangdong Sports Association, hosted a banquet in the evening, complete with 11 courses of exotic dishes and fiery Chinese Mao-Tai to drink. Presentation of momentos of the occasion were made to participants on both sides and the promise of a more ambitious drive in 1987.

Sunday dawned with the spectre of an estimated one hundred thousand spectators lining the roads in the city

streets and nearby villages. Walls of happy, cheering people lined the roads making the drive appear as though we were going through a tunnel. All wished us well and told us to hurry back. Club member Jin Hei had arranged a visit and lunch in his home village where we were greeted with lunch and the lighting of ten thousand firecrackers to celebrate the drive and the promise of prosperity and happiness.

As dusk approached, the cars again crossed the frontier and back into

Hong Kong, completing a drive we only dreamed would ever materialize.

*A note from Miscellany editor Charles Neal – "... Dick Worrall, who owned a 53 flat-rad in Hong Kong - Dick is now back home in the UK, still owns the same car, and regularly attends MSCC events here. He did an article for Miscellany about the car (which raced in the very first Macau GP in I think 1954) and his time in Hong Kong some years back. It's a small world."*

Serial 編號 A 011236

**ROAD TRAFFIC (REGISTRATION & LICENSING OF VEHICLES) REGULATIONS (CAP. 374)**  
**道路交通(車輛登記及領牌)規例(香港法例第三七四章)**  
**CLOSED ROAD PERMIT**  
**封閉道路通行許可證**

In exercise of the powers conferred by regulation 49 of the Road Transport Ordinance, the Commissioner of Transport (Registration and Licensing of Vehicles) Regulations the powers conferred by regulation 49 of the Road Transport Ordinance, the Commissioner hereby authorizes:

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 whose address is AB 803 (PIC)  
 其地址為 AB 803 (PIC)  
 to use vehicle No. 21.3.86 to 23.3.86 (inclusive)  
 使用車輛 21.3.86 至 23.3.86 (首尾兩天在內)  
 during the period 0630 to 2030 (inclusive)  
 在右列期間 0630 至 2030 (首尾時數在內)  
 during the hours 0630 to 2030 (inclusive)  
 之右列時間內 至 (首尾時數在內)

on the roads in Category(ies) 6—to Man Kam To Crossing via Man Kam To Road only.  
 在右列類別之道路上行駛 第6類——只限經文錦渡路往文錦渡

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 但須受上文、本許可證之背頁及下文所列之條件管制  
 hereinafter CBPO/CONF/4/86

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 發證日期 21.3.86  
 Original—White  
 正本——白  
 Duplicate—Yellow  
 副本——黃  
 T.D. Form No. TD 266a  
 運輸署表格編號

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# The 3/4 Morgan Group, Ltd. EVENT CALENDAR 2017

*Including Multi-Marque Classic Car Events*

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
Mar 11	<b>Mad MOG</b> Noggin at the Madison Beach Hotel. Saturday lunch at noon. <a href="http://madisonbeachhotel.com">http://madisonbeachhotel.com</a>	Andrea Lucas & Steve Sheffbauer <a href="mailto:andrea.lucas@snet.net">andrea.lucas@snet.net</a> <a href="mailto:sschefbauer@aol.com">sschefbauer@aol.com</a> Phone: 203-421-4650
Mar 18	<b>St. Patrick's Day Celebration</b> Saturday at 2pm. 30 West Sunset Rd. Pompton Plains, NJ. Please send \$10 to Jim Nolan to confirm attendance.	Jim Nolan & Dawn Hefflen, Bob & Louise Nunnink Jim's cell: 973-476-1151
Mar 19-21	<b>NNE Dust-off</b> Return to the Samoset. Tour the coast and enjoy lobster dinner. Limited availability, reserve early!	Frank & Meredith Wnek <a href="mailto:wnek_fm@comcast.net">wnek_fm@comcast.net</a> Phone: 207-729-6300
Mar 26	<b>NYC Noggin</b> Churchill Tavern, lunch at noon. 45 East 28th Street Manhattan, NY	Pat Cyrgalis Phone: 917-509-4718
Jun 4	<b>New Jersey Clambake</b> Ridgewood, NJ	Bob & Jeri Cohn <a href="mailto:CohnRobert@yahoo.com">CohnRobert@yahoo.com</a> Phone: 201-447-6982
Jun 8-11	<b>British Motorcar Festival</b> Bristol, RI <a href="http://britishmotocarfestival.com">http://britishmotocarfestival.com</a>	Alison DeKleine & Morgan Malone <a href="mailto:autumnmog.2017@gmail.com">autumnmog.2017@gmail.com</a> Phone: 508-409-7900
Jun 18	<b>NE Auto Museum Tour</b> Norwalk, CT	Andrea Lucas <a href="mailto:andrea.lucas@snet.net">andrea.lucas@snet.net</a> Phone: 203-421-4650
Jun 24	<b>Lunch with Italian friends</b> 59 Harborview Road Hull, MA	More details to come <a href="mailto:ron-garner@comcast.net">ron-garner@comcast.net</a>
Jul 15	<b>British Car Day at Old Rhinebeck Aerodrome</b> Rhinebeck, NY <a href="http://www.ldrhonebeck.org">http://www.ldrhonebeck.org</a>	Jim Nichol <a href="mailto:jhalfdime@aol.com">jhalfdime@aol.com</a> Phone: 845-229-5088
Sep 19-21	<b>British Invasion</b> Stowe, VT <a href="http://britishinvasion.com">http://britishinvasion.com</a>	Linda Baker 802-434-2084
Oct 6-8	<b>The 39th Annual Autumn MOG</b> Cooperstown, NY. Premier event of the 3/4 Morgan Group, Ltd.	Alison DeKleine & Morgan Malone <a href="mailto:autumnmog.2017@gmail.com">autumnmog.2017@gmail.com</a> Phone: 508-409-7900

Nota Bene: The 3/4 Morgan Group Ltd. members regularly get together in smaller, regional events on a less formal basis: Noggins, lunches, BBQ's, tours, work sessions, and casual parties.  
Contact your local Area Captain to host one yourself or just to stay in the loop.

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Business Card \$40 per year

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Email: [wnek\\_fm@comcast.net](mailto:wnek_fm@comcast.net)

Payments should be made to:

**David Root**

Treasurer, 3/4 Morgan Group  
52 West Cedar Street  
Boston, MA 02114

# Gearing up for Autumn MOG 2017

## Cooperstown, New York

by Alison DeKleine

When trees show off their most vibrant shades of red, orange and gold, you know the time for Autumn MOG has arrived. Our group's annual celebration marks one of the year's final excursions for our beloved Morgans and this year's event will be just as grand and entertaining as last year.

Cooperstown is happy to be welcoming us once again to enjoy their scenic winding roads, historic museums, intoxicating breweries, and so much more. This year our event will be accented by their annual Cooptoberfest celebration where Main Street will be closed for local breweries to show off their products to locals and tourists alike.

We've started lining up some fantastic venues this year. Here's what we've got so far:

### THE HOTEL

We have set aside accommodations at Cooperstown's BEST WESTERN Inn & Suites. Conveniently located just minutes from downtown Cooperstown, there are two room choices available to you:

**Standard rooms with 2 queen beds:  
\$140 + 12% tax per night**

**Jr Suites with 2 queen beds & a sleeper sofa:  
\$165 + 12% tax per night**

It is important that you make your reservations by August 6th in order to receive our group rate. When you call, ask to book under the 3/4 Morgan Group. Nothing will be charged at time of booking, but a credit card is required to make your reservation. You will have until 4pm the day prior to arrival to cancel the reservation. Check-in is available any time after 3pm. Requests for early arrival will be taken but cannot be guaranteed. Call 607-547-7100 for reservations.



Autumn MOG 2016 Concours @ Hyde Hall. Photo by Alison DeKleine



### THE CONCOURS

Hyde Hall in Glimmerglass State Park is excited to be hosting our Concours event for the second year. This renowned neoclassical architectural icon was once host to glittering parties and social gatherings of a bygone era. Their splendid lawn overlooking Otesaga Lake will serve as an ideal setting for us to show off our buffed and polished Morgans. Their gracious hospitality will also include discounted mansion tours for members to learn more information about the estate's famed history.

### THE SATURDAY AWARDS BANQUET

After rave reviews of last year's banquet, Lucy Townsend will be delighting us once again with her catering prowess at the beautiful Templeton Hall. Situated in beautiful downtown Cooperstown, Templeton Hall's long history began in 1832, having served as a church community center, ladies' dress shop, antique store, and now as a banquet and catering facility. It is around the corner from great shopping, the Baseball Hall of Fame, and only a few minutes drive from the hotel.

A very special thank you to the following club members for volunteering their time to help out with the event.

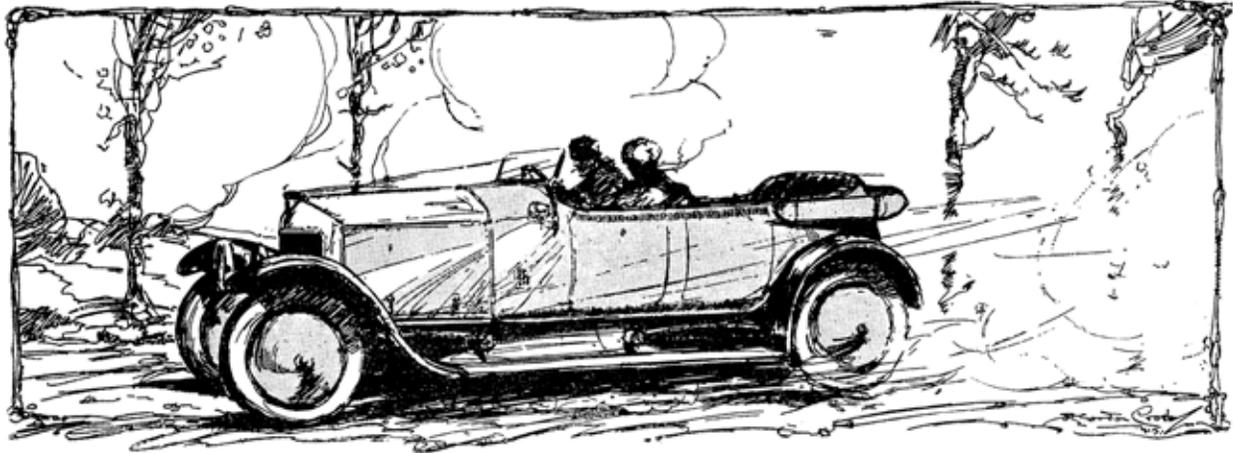
- Maura Hall for *everything*
- Morgan Malone, Event Co-chair
- Scott Willoughby - Autocross
- Jim Nichol - Rally
- Brent & Anne Follweiler - Concours

More help is still needed, if you would like to contribute your time, your expertise, or items for auction, please email Alison and Morgan at [autumnMOG.2017@gmail.com](mailto:autumnMOG.2017@gmail.com).





# FERGUS MOTORS AND THE FERGUSONS



Jonathan Kinghorn

In the 1950s and 1960s Morgan's biggest single outlet has to have been Fergus Motors in New York City. More than 60 percent of Morgan production was being shipped across the Atlantic by the late 1950s, and the lion's share of it was sold by Fergus. Most Morgan owners in our part of the world are familiar to some extent with the Fergus name and the plates they fixed to the cars they sold, but the story behind the dealership is not so well-known.

## Auto Aspirations

The tale begins with the dealership's founder, Joseph Bell Ferguson, who was born on a farm near Belfast in Northern Ireland in 1880, one of 11 children from a strict Plymouth Brethren fam-

ily. As a teenager he became obsessed with the newfangled automobiles, and as soon as his apprenticeship to a firm of agricultural engineers ended in 1901 he set up in the motor trade in Belfast. J B Ferguson Ltd., as the company became, sold and serviced a wide range of new and used cars and motorcycles, hired rentals, and did coachwork. They quickly became the biggest garage in Belfast, and opened a branch in Dublin.

On a trip to the USA in 1909 JB, as he was generally known, was inspired to manufacture an automobile free of the many faults encountered in the cars he serviced. Nothing concrete seems to have been done until 1912, and it was 1914 before the four cylinder Fergus, as it was christened, was prototyped. The outbreak of war then made it impossible to produce the car in Ireland. Undaunted, JB exhibited a chassis in New York in 1915 to attract investors, formed a company in the USA, and set up a New Jersey factory in 1916. When the USA entered the war in 1917, however, production had to be postponed once again, and the factory busied itself instead with war work.

When peace resumed JB tweaked his design

for the American market, giving it a six cylinder motor and four wheel brakes. It was a sophisticated vehicle with remarkably few lubrication points, crammed with advanced features developed by JB. It was also engineered to a high standard, and was intended to be of Rolls Royce-like quality, but easier to maintain. The Fergus was finally launched at the New York Motor Show in 1921, but it was expensive—\$10,000 just for the chassis—and it didn't sell. *The Automobile Trade Journal* for 1922, which lists the Fergus chassis at \$8,500, also lists Duesenbergs with closed bodies at \$7,800, and the Model T at just \$345. Two or three Fergus cars were evidently completed before the company failed.

Meanwhile, in 1919 another attempt at producing the car in Belfast was made. OD (owner driver) Cars had been founded by James McKee, a close business associate of JB's since 1901. OD completed just one vehicle before the post-war recession killed the project. (OD Cars is still in business in Belfast, rebuilding engines, and owned by McKee's great grandson.)

photos:

**LEFT:** A Ferguson TE 20 tractor

**Opposite Page:**

**TOP LEFT:** Fergus Motors plate on author's Plus 4

**BOTTOM:** A Fergus tourer





## Fergus Motors

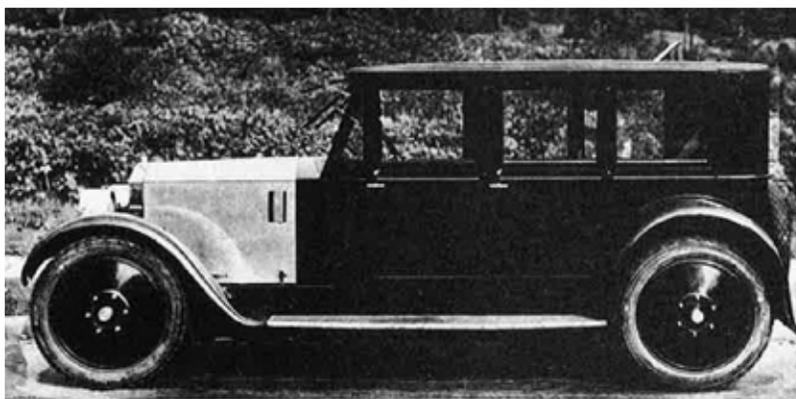
Despite the failure of his auto manufacturing ambitions, JB continued to work on car design projects, and consulted for manufacturers from time to time. The Chrysler Corporation engaged him to learn more about the rubber engine mounts on the 1914 Fergus, for example, and he reportedly designed the front suspension for the Cord car. For the most part, however, JB probably earned his bread and butter selling and servicing cars. He secured the East Coast dealership for Austin vehicles and a new company, Fergus Motors Inc., was established in 1940 with JB its sole owner and president. JB identified himself in the 1940 census as an importer of automobiles, but America's entry into the European war surely torpedoed his plans temporarily.

Fergus Motors, also known as Fergus Fine Cars, nevertheless turned into quite an operation. In the late 1940s both the supply of and demand for imported sports cars ramped up spectacularly after wartime restrictions, and dealer networks were established. By the mid-1950s there was a Fergus showroom at 1717 Broadway with a basement containing offices and JB's residence, and a rented branch showroom at 290 Park Avenue referred to rather grandly as the "salon." The Broadway showroom belonged to JB's property company, which also owned a six story building on 444 West 55th Street occupied by Fergus Motors' service station (still standing) and a five-story garage at 138-140 West 54th Street

rented to a third party. There was lots of storage space for vehicles at 444 West 55th Street, which is presumably where showroom stock was held and the Fergus stock number plates were fitted to the cars sold and serviced.

Fergus' main showroom was located on the stretch of Broadway known as the Automobile Mile because of the number of dealers that had congregated in the neighborhood since 1916, was definitely the place to be. In the late 1940s both the supply of and demand for imported sports cars ramped up spectacularly after wartime restrictions, and dealer networks were established. In the early 1950s Guy M. Stanfill was Fergus' service manager, Milton Gold was parts manager, and Louis Santelli ran the "salon." JB's son, Joseph Ferguson Jr. (Joe), was a Vice President, and actively involved in the business. JB was by now evidently content to look after the financial side of things and left sales pretty much to Joe. A racing friend of Joe's, Ray Erikson, was a salesman in the Fergus showroom for a while before taking on the management of the repair and engineering shop.

By the 1950s Fergus was selling an astonishingly wide range of high-quality European autos—particularly sports cars. Among the marques offered were Armstrong-Siddeley, Borgward, Cisitalia, Daimler, Jaguar, Jowett, MG, Saab, Singer, Standard, Turner, and Triumph. According to Hermen Pol, William Vaughan's nearby Singer dealership (Vaughan Motors at 1741 Broadway) was absorbed into Fergus. The East



Coast Morgan dealership was added in about 1953 and soon Mogs were selling well.

Customers came from far and wide, but didn't always buy. Dennis Glavis, now the Morgan agent for Southern California, drove to Fergus Motors in the late 60s with \$3,000 in his pocket to buy a new Morgan. He found only one mustard yellow Super Sport with a sign reading, "the last new Super Sport we will ever receive, list, \$3,000, our price, \$4,600." He bought a Saab elsewhere!

Fergus Motors was keen on publicity and regularly advertised in magazines and newspapers. They participated in shows too. In 1952, for example, JB bought back the Fergus he had exhibited in 1915, which its owner had driven happily for 28 years, and proudly displayed its chassis on the Fergus Motors stand at the New York International Motor Sports Show.

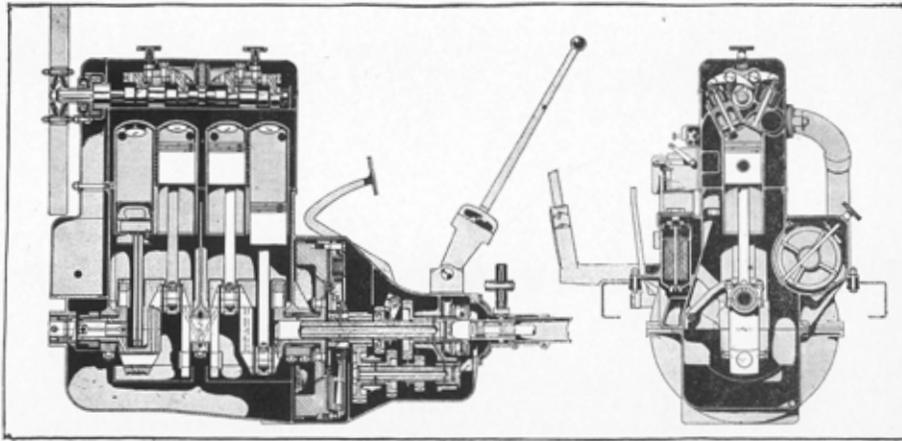
According to records of a 1958 court case, Fergus Motors Inc. sustained annual losses in the period from 1951 to 1954 ranging from \$10,181.82 to \$39,547.48, and by June 1955 the business "was practically closed down." JB decided to retire, and struck a deal with Fergus Motors' managers (including Joe), and passed the business over to them. A new corporation (Fergus Enterprises, Inc.) was formed to own the assets and a subsidiary—Fergus Imported Cars, Inc.—was set up to take over the Fergus Motors dealership. According to the 1958 case record, the managers "started a new business of exclusive distributorships of foreign cars." At the end of the first fiscal year, June 30, 1956, Fergus Imported Cars, Inc. grossed approximately \$1,000,000. The second year's gross rose to about \$3,000,000, the third year grossed roughly \$4,000,000, and the gross for the fiscal year ending June 30, 1958 was expected to be \$5,000,000.

In response to their success, Fergus Imported Cars' board of directors raised the manager's salaries from \$140 per week to

\$300 in 1956, and at the end of the next fiscal year increased them to \$400 and awarded each a bonus of \$5,000. The 1958 court case was brought by JB, who sued Fergus Enterprises Inc., “to restrain alleged corporate waste!”

Sadly, there are few, if any records relating to Fergus Motor’s business. In his book, Jonathan Stein laments the loss or destruction of so many records and photographs from this era because of the many dealer insolvencies and clo-

in 1949, for example, but it never went into production. JB retired in 1955 to spend more time developing cars, and the deal he struck secured him a consultant’s salary and rent free workshop facilities (and utilities) on the third floor at 444 West 55th Street. In addition, he retained 97 percent of the non-voting shares in the real estate corporation that owned the properties, and 3 percent of the dealership’s net income was paid monthly into his “Experimental Department” bank account to finance his work; payments in the boom year of 1959 totalled \$132,592.57. JB claimed to be developing a new type of motor that would be far more efficient than conventional engines, and which used compressed air to help run the engine and operate the brakes and accessories.



About 90% of Morgan’s production was exported to the USA in 1959, and it was a particularly good year for Fergus, but the 1960s were not to be so kind. Sales of British sports cars in general were tailing off as more American sports models came onto the market. And, according to Jonathan Stein’s book *British Sports Cars in America 1946-1981*, many regional dealerships failed in the late 1950s and early 1960s as the larger British manufacturers bought back distribution franchises to maximise their profits. For whatever reason, the Fergus Motors business was reportedly sold to the Automobile Mile “megadealer” known as Charlie Chrysler, and the showroom closed in about 1968.

asures. In the Netherlands, Hermen Pol has spent 15 years collecting and trying to figure out the stock numbers allocated to the vehicles Fergus Motors sold or serviced. He has confirmed that the stock number on my Plus 4 (20970) fits with the date of its dispatch from Pickersleigh Road, but I’d love to know who the first owner was!

### The Experimental Department

JB and a few of his employees regularly engaged in experimental work in their spare time, usually on Saturdays. J B Ferguson & Co. are listed in an encyclopedia of American auto manufacturers having a Austin A40 restyled for the American market in prototype form

The deal had to be renegotiated three years later after a series of legal actions brought by the showroom’s managers and JB’s estranged wife. JB had married Lucille Mason in Philadelphia in 1920, but the couple divorced in 1941. In one of the cases Lucille argued that the 1955 deal was made expressly to conceal JB’s interest in the properties, “to defeat her claims for alimony arrearages.” What lawyers referred to as the “so-called” Experimental Department was clearly also a money-making venture. It had employees and routinely bought and sold cars (frequently at a profit), undertook repairs, and rented vehicles. JB was prosecuted by the IRS in 1959 for non-disclosure of the income received through it. He was still working on his experiments at that time, but

photos:

**TOP LEFT:**

The Fergus engine

**BOTTOM RIGHT:**

Fergus Motors showroom  
NY, NY

**OPPOSITE PAGE:**

Birthplace of Ferguson  
brothers in County Downe



sadly they never amounted to anything. While he took his work seriously, the showroom managers viewed it “as a kind of devoted tinkering by a man who in his younger days had been materially involved with the early history of automotives.” JB died in New York on December 28, 1967.

### The Other Ferguson

There is another, less well-known Ferguson/Morgan connection. Back in 1902 JB apprenticed his younger brother Harry, who assembled and raced a motorcycle as “the Mad Mechanic” in 1903, made himself a car in 1907, and built an airplane in 1909. Harry’s 130-yard maiden flight propelled him into the history books as the first Irishman to fly. The brothers fell out because JB couldn’t see how airplanes could benefit their auto business, and Harry left to set up on his own. He was a gifted engineer, and began patenting automobile-related inventions. In the 1950s he developed

a four wheel drive system used in the grand prix-winning P99 race car and a luxury Jensen coupe.

Harry made his name and his considerable fortune, however, developing tractors after turning his attention to farm machinery during World War One. His best-known design was produced in several countries, and in the UK it was manufactured by the Standard Motor Company from 1947. To power their version of this iconic design, the TE 20, Standard developed a new undersquare 2 litre engine that would produce the kind of torque tractors need to run ma-

chinery. Standard adapted this engine for a variety of other vehicles including army trucks, and refined it for their 1948 Vanguard sedan. It was of course the Vanguard motor that Peter Morgan chose for the new Plus 4 in 1950, and persuaded his father to accept. It continued to power Plus 4s in Triumph TR2, TR3, and TR4 form until supplies dried up at the end of 1968.



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# THE MOG THAT NEVER WAS: *The 1966 Morgan America*

Jake Alderson [MSCC 1751]

*This article reprinted from the April 2016 Miscellany with permission of Miscellany editor and the author.*

Fergus Motors, Inc was an important distributor and dealer of European cars in the post World War two period for the eastern states of America. The company had been set up by Joseph B Ferguson, the brother of Harry Ferguson, the tractor designer. It was based in New York City, and, by the 1950s, had showrooms on Broadway and Park Avenue, with the wholesale, warehousing and servicing part of the business at 444, West 55<sup>th</sup> Street. Joseph B Ferguson (known as JB) spent much of his time trying to perfect the automobile, designing and building a car that could run on petrol, steam or compressed air. As a consequence he left much of the business to be run by his son, Joe Jr, particularly sales. At various times in the 1950s the business handled the importation of Austin, Standard-Triumph, Singer, Renault and Saab as well as being local dealers for Studebaker. European sports cars were taken too. JB Ferguson had met HFS Morgan pre-war at a London Motor Show and asked him then about importing the Morgan car but little happened until post-war when exports became vital if British manufacturers wanted to purchase steel. It would have been George Goodall who set up the deal.

As time progressed many of the larger motor manufacturers that Fergus dealt with set up their own importation arrangements in response to growing American demand. By the early 1960s the main import business of Fergus Motors was of German Borgward cars, handled since 1951. This had grown to 1,200 to 1,500 cars per month with over 100 dealers to supply and it was a considerable business for Fergus Motors. In contrast the Morgan business averaged, according to Joe, 18 cars per month, of which around six were sold retail giv-

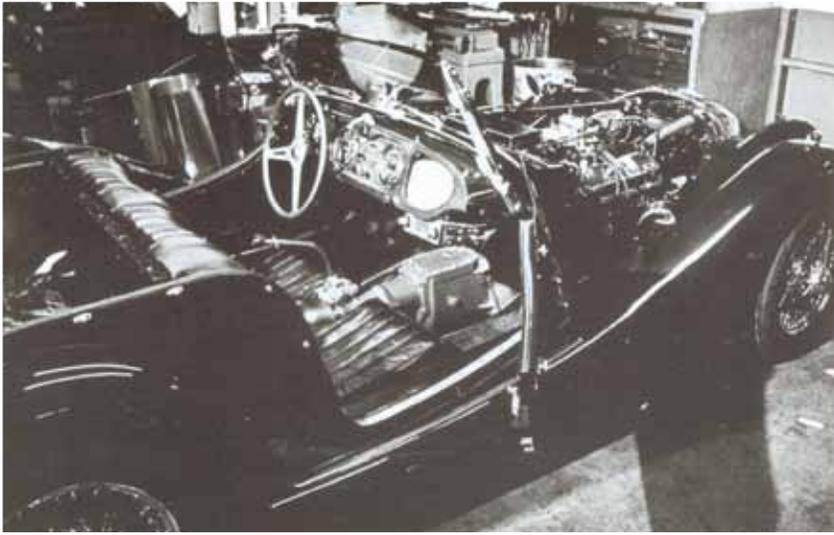
ing profit of approx \$3,600, whilst the rest were sold to dealers wholesale, giving Fergus \$2,400. From this \$6,000 had to be taken \$4,000 to cover preparation of imported cars for dealers (\$50 each car), advertising, helping racers (particularly at the Sebring 12 hour race), sales literature etc, leaving just \$2,000. Most of this went in overheads. The Fergusons were really only selling Morgans because they liked the cars and liked dealing with the factory, there wasn't really any profit.

In 1961 Peter Morgan decided to visit his two American distributors, Worldwide Imports in California and Fergus Motors in New York. Full details and photographs of the trip can be found in our book 'Morgan Sports Cars, The LawrenceTune Years, 1961-4'. During Peter's visit to Fergus Motors Joe gave Peter an open invitation to return and Peter decided to take this up, with wife Jane and son Charles, in April 1964 so that he could visit the 8<sup>th</sup> International Automobile Show held at the New York Coliseum. Perhaps the main attractions were the European cars fitted with American V8 engines, giving the theoretical advantages of good power in well handling chassis. Making its debut was the Sunbeam Tiger, basically a Sunbeam Alpine re-engineered with the new small block



Ford engine of 260 cid (4.3 litres). Fergus Motors had a Morgan stand at the Show on which there was a Plus 4 Plus but Joe told Peter the traditional Morgan style was becoming popular again and suggested he didn't need to go modern.

It seems likely that Peter discussed the idea of British cars with American engines with Joe and he began to wonder if this might be a future possibility for Morgan. Fergus Motors was by now in a severe financial state as the Borgward concern had been bankrupted in 1961 and Fergus Motors desperately needed a new money spinner. Joe was also becoming increasingly concerned



that the imposition of ever stricter USA regulations, such as on exhaust emissions, would soon prevent import of the Plus 4 as its by now ancient TR4 engine was not suitable for upgrade as far as Standard-Triumph was concerned. In the Morgan Motor Co board meeting minutes of September 9<sup>th</sup> was the possibility of adopting the 'Ford USA engine'. No further information is given, but it seems likely Joe Ferguson was looking into the feasibility of fitting the new lightweight 'small block' V8 into a Morgan just as in the Sunbeam Tiger.

Joe had hoped the Dutch DAF car with its 'Variomatic' continuously variable transmission just might be 'the new VW' and could save Fergus Motors. He invested a considerable amount of money trying to convince the American car buyers that the 750cc flat twin engined DAF Daffodil was the car they needed. He didn't succeed.

Joe desperately needed a new car to fill the gap left by the failure of Borgward. He wondered whether Morgan might increase production by building a car in America. Initial reaction locally to the possibility of a Morgan with a small block Ford engine was very favourable so he asked Jake Jacobs, a well known

'hot-rodder' well used to shoe-horning new engines into other chassis and who had been racing a Chevrolet-engined Ferrari, if he could have a go fitting a Ford to a Plus 4 chassis. Another top mechanic and Morgan enthusiast named Ali Lugo assisted with this and he told me he had undertaken all the electrical wiring. The weight of the small block Ford V8 and gearbox was found to be 38 lbs less than that of the TR engine and Moss gearbox they replaced! According to Ali it was a tremendous car. It was very powerful and Ali recalled it could lift the front wheels in the first three gears, and regularly broke spokes in the wire wheels.

In 1966 the 10th International Automobile Show was held at the New York Coliseum from Saturday April 9<sup>th</sup> to Sun-

day April 17<sup>th</sup>. In the lobby was James Bond's Aston Martin DB5, but of interest to Morgan enthusiasts was the 'Morgan America' being shown by Joe Ferguson. A duplicated leaflet, and a duplicated letter dated April 11<sup>th</sup>, gave the details:

*"Pictured here at the 1966 International Automobile Show is the first 'Truly engineered Ford V-8 engine and gearbox installation' in a Morgan Super-Sports chassis.*

*Using the high performance (approx 240 bhp) Ford V-8 coupled with a T-10 4 speed close ratio stick shift (or an automatic if ordered). Scuderia Automobiles of Hackensack, New Jersey hopes to convince Peter Morgan of England that a 'big-brother' built in the Americas is a definite possibility. Besides the above mentioned 289 cu in engine and gearboxes future cars will embody a cast aluminium chassis, 4 wheel independent suspension, roll-up windows, a panelled aluminium body, fold-down windscreen (for that dashing classic look), wire wheels of course, nauga-leather upholstery, folding convertible top with a hard top option, full sized rear jump seats, big heater, solid but comfortable running gear with all parts easily obtainable in the USA etc, Plus real performance. Weighing just around 2,000 lbs and with several optional rear axle ratios; 0 to 60 will be done in 4.7 seconds, with top speeds of 148 miles per hour.*

*If Peter's father doesn't rise up and shoot us all, there might well be (in limited production of course) a Morgan America powered by Ford."*



photos:

**Opposite page:**

Borgwards and a Morgan share Fergus Motors showroom, probably in 1960. (Morgan Motor Co)

**This page:**

The prototype Morgan America nearing completion at Jake Jacobs' shop. Note the UK registration! (photo Morgan Motor Co)

Whilst the car displayed in an alley in the New York Show was a re-engined Plus Four (said to be a Super Sports) it was being exhibited really to gauge opinion. However the specification listed on the leaflet went much further. The use of a 'cast aluminium chassis' and independent suspension all round was taking the Morgan into the unknown and unproven. Joe Ferguson and his backers had actually contacted Louis Reynolds at the Reynolds Metals Company of Richmond, Virginia regarding the building of the bodies and chassis of the proposed Morgan America in aluminium. This company was indeed interested in general terms in exploring the production of cars in aluminium and they suggested initially a plant in Jacksonville, Florida might be suitable. Other suggestions were Mexico, Montreal or, for the bodies only, Italy. The Ford Motor Company had given support for the project too, after all this company already supplied V8 engines to other manufacturers, such as for the AC Cobra and Sunbeam Tiger. All that was required was for Peter Morgan to give his go-ahead and he would receive royalties for each car produced.

Joe wrote two letters to Peter on Tuesday May 3rd seeking permission for the project to start and enclosing photographs of the prototype show car under construction. Joe wrote that the proposed car would complement the current Morgan range and be priced 'one rung above in price (The American car would have to start at \$3,995 for the roadster and \$4,485 for the drophead)'.

Peter considered it all carefully, but it was not the future he saw for the Morgan Motor Company and he could see many problems such as in finding skilled workers or with the supply of parts and he also told Joe he wasn't enthusiastic about the V8 engine. In summary he decided he could not support the project. In the 1990s I showed Peter a copy of Joe's original letters to him and asked for his comments. He took a while to reply to me and then commented that he was already involved by this date with the future Rover V8-engined Plus 8, (which was probably part inspired by the American-engined British sports cars he had seen in New York and of course

was based on a lightweight American Buick engine).

No doubt Joe and his backers were very disappointed with Peter Morgan's response. Looking back Joe told me 'These were dreams' and 'I always had big ideas'. A few weeks later Joe and his backers came up with a new packaging of the Morgan America, calling the roadster the 'Squire Plus-8', and a coupé the 'Atalanta Plus-8 Drophead'. Again a leaflet seeking support for the project was produced, this time being properly printed. The Morgan America story really finishes here, except to say that Ali Lugo told me that several Plus Fours were fitted with the Ford 289 engines and gearboxes by Jake Jacobs, including two Super Sports and a Competition model. Two were also fitted with magnesium wheels. I wonder where they are now.

The small block 90 degree Ford V8 engine had been designed as a compact and lightweight engine specifically for smaller American Ford cars, and was first fitted to the 1962 Ford Fairlane and Mercury Meteor. The light weight was in part due to the special Ford thin-wall casting methods employed. Several versions were produced by Ford and the one planned for the Morgan was the 289 cid (4,737cc) introduced in 1964 and used in many models, particularly the new Mustang. Whilst the basic 289 engine produced 200bhp at 4,400 rpm Ford also produced tuned versions by fitting a four barrel carburettor and raising the compression up to 10 to 1 to give up to 225 bhp. There was also a high performance engine that was produced from 1964 until 1967 with 271 bhp available at a much higher 6,000 rpm after further Ford modifications.

The T10 gearbox was produced by BorgWarner, a major supplier of transmissions and other power-train systems to the American motor industry, initially for Chevrolet as a 4 speed all synchromesh gearbox option for the 1957 Chevrolet Corvette. It was popular throughout the American automobile manufacturers, including Ford, and was well able to cope with V8 power and torque. It was fitted in unit with the engine, unlike the separate Moss box in the Plus 4.

Fergus Motors sadly failed to find the elusive money-spinner it needed and despite downsizing and amalgamation the original company closed. Joe Ferguson, with his brother Bruce, began trading as 'Deluxe Auto Sales Ltd', based in Long Island City in New York. This company took its first Morgans from the factory in March 1966 but sadly the days of the Morgan being imported into America were coming to an end. JB Ferguson died at his drawing board, working on the timing system between the petrol and steam driven pistons of his dream car, at the age of 85 on December 10th 1967 bringing the whole saga to a conclusion.

Looking back now it is interesting to speculate what would have happened if the Morgan America had gone ahead. No future problems with Morgans being sold in America? Would the enterprise have survived alone?

It is believed several other Morgan enthusiasts replaced their Plus 4 engines with small block Fords. Do any survive?

Perhaps it was Charles Morgan who, probably unknowingly, actually brought the proposed Morgan America concept closest to fruition. Just consider his Morgan Aero 8. This too has a powerful V8 engine of just under 5 litres, an aluminium chassis and independent suspension all round. It has a body panelled in aluminium with 'roll-up' windows and a folding convertible top with hardtop option.

The final words should be left to Peter Morgan. He told me 'I never wanted to be a motor industry tycoon. I just wanted to build cars I enjoyed for people that I liked.' His Plus 8 was a great success. You can't really argue with that.

I must acknowledge the help given by Joe Ferguson to the research for the Morgan Sports Cars series of books in the mid 1990s. He freely let me have copies of his correspondence with Peter Morgan and Louis Reynolds and photographs of the Morgan family visits in 1961 and 1964.

*The 3/4 Morgan Group had its own Ford 289 Plus 4 owned by Orv & Janet Druckenmiller and later by President Emeritus Iris Knight. Current whereabouts unknown.*

*ed Spider*

# THE 'REVLON MORGAN' ...

## *Or How Cosmetics Played a Role In Restoring a Car*

Tyler B. Phillips

**W**e've all restored our Morgans through the years in one way or another, I'd guess.

In 2002 I bought my 1966 Plus 4 from Sandy Towt, former president of the Morgan Club. I bought not only my third Morgan but heritage as well, as Sandy's car was formerly owned by Harry Carter, the group's preceding president and one of the founding members of the club and initiator of the 'Esprit du Vent' award.

While Sandy's car was in fine shape mechanically, Sandy being a former Navy fighter pilot, the paint, interior and chrome needed serious attention. "Give it a creative new life" Sandy asked.

I wasn't objecting. I set out for a total restoration. I came across by coincidence the history of John Harper, a Morgan enthusiast from New South Wales, who campaigned in New Zealand hill climbs and track events years ago – sporting, among other modifications, a then unthinkable combination of black wings with red spear paint amidships, which visually seemed to give audacious acknowledgement to my instincts of 'creative new life'.



So, during the restoration Kathy and I spent months making sure the result would have all the DNA of Harper's Plus 4, but we were stumped on determining the unusual vibrant red tone of his Morgan. One day in a Walmart (of all places – don't ask what I was doing there) I had a Eureka moment. Who, I thought, would know more about red colors than Revlon? I managed to get my hands on Revlon's hugely varied lipstick color palette, and there it was ... a dead-on color match for that spear we needed, nicknamed (get ready for this!) – "HOT LIPS"!

Paint was mixed, sprayed and rubbed

out. It looked GREAT! Vibrant and 'hot', but strong enough for a Morgan. I was very pleased with the result. Sandy was also, or as thrilled as a fighter pilot could get when not in the cockpit.

The restored Plus 4 went on to win Best in Class at the Greenwich Concours in the early 2000's (the exact year I don't recall.) Concours founder Bruce Wennerstrom announced "Best looking Morgan ever seen on this field" at the presentation.

Now, after nearly twenty years of enjoying rare European cars, the '66 Morgan Plus 4 remains my favorite. We've driven the Morgan all over the Northeast, complete with its Harper spring squab seat and flat board navigator seat, Scottish rally timer, dual Brooklands aeroscreens and the red spear.

But I'm only a 'borrower', in effect. John Harper was the originator. Thanks John.

Good on ya!

photos:

**TOP:** Ty shows the car to the Greenwich judges. "The seat cushion? Ahhhhh ... of course it is Morgan factory correct."

**BOTTOM:** Proud winners crossing the awards presentation stand.



# BRITISH INVADE

Bristol, Rhode Island

## *The British Motorcar Festival of Bristol June 8th – 11th, 2017*



Alison DeKleine

**F**or Morgan and I, the British Motorcar Festival in Bristol was our first car show featuring his Plus 4 Drophead Coupe, and it did not disappoint. The setting at Colt State Park was picturesque, the people were exceptionally friendly, and the show attracted hundreds of fabulous cars. But we were one of only three Morgans that attended. “What a shame,” we thought. “Let’s invite more club members to join us next year!” And so we shall... Consider yourselves of-

ficially invited to the 3<sup>rd</sup> Annual British Motorcar Festival of Bristol, RI.

Presented by the event team of the British Invasion of Stowe, Vermont, the Bristol Motorcar Festival will prove to be “A Most Significant Event” for British Lifestyle Enthusiasts and Anglophiles alike. The celebration kicks off on Thursday, June 8<sup>th</sup> with the “Bristol Hidden Highway Hundred,” an exceptional scenic back roads rally that starts at Colt State Park in Bristol and winds its way through rural Rhode Island coast to a local vineyard for lunch and a dis-

play of the participating motorcars.

Friday night will feature a free street party in downtown Bristol at Independence Park on Narragansett Bay with a live British band (Abbey Rhode) and reserved parking for British Motorcars.

Saturday will start with the arrival of the “QUEEN” to a royal cannon salute. The day’s competitions will feature the Concours d’Elegance, the British Classic Motorcar Show (People’s Choice), the British Marketplace, a British Attire Competition, the Ladies Hat Competition, and more.



Sunday will feature a morning road rally followed by a Tailgate Picnic Competition, a Competition of Colors, a driving review of the Saturday Winners in the British Classic, and more. Registration for the event has already begun and closes on June 1<sup>st</sup>, 2017.

If you have never been to Bristol, RI, you are in for a special treat. It is a quaint maritime town known for its historic 4<sup>th</sup> of July celebrations. There are limited accommodations available, however, so be sure to visit the British Motorcar Festival's official event page for a complete list of local hotels and everything else you need to know. [www.britishmotorcarfestival.com](http://www.britishmotorcarfestival.com).



photos:

**This page:**

**TOP:** Morgan interviewed for Hemmings magazine

**MIDDLE:** Colt State Park setting for the Concours d'Elegance

**BOTTOM:** Tom Austin '1st in Class', Morgan Malone '2nd in Class' represent the Morgan marque and 3/4 Morgan Group

**Opposite page:**

**TOP:** Alison show off her 'Most Creative' winning hat in a Morgan hubcap

**BOTTOM:** Morgan's drophead in the BRG lineup for the parade of colors competition



# Treasurer's Report

## 3/4 Morgan Group, LTD.

February 5, 2016

To the officers, directors and members of –

The 3/4 Morgan Group, Ltd.

I have compiled the accompanying balance sheet of the 3/4 Morgan Group, Ltd. as of December 31, 2016 and the accompanying statement of revenues and expenses for the year then ended.

The accompanying notes are an integral part of these statements.

Respectfully Submitted,  
David J Root, Treasurer

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED DECEMBER 31, 2016

### BASIS OF ACCOUNTING

The 3/4 Morgan Group, Ltd. employs, with two exceptions, the cash basis of accounting; recording and reporting income when it is received (as opposed to when it is earned), and expenses when they are paid (as opposed to when they are incurred). The two exceptions are (a) deferring the cost of a contract deposit for the following year's Autumn MOG (none this year) and (b) prepaid dues revenues for the following year.

Member dues revenues are recognized as income in the year to which the dues relate. Dues paid in one year for the next year are classified as deferred revenue.

## 2017 PROPOSED BUDGET

<b>REVENUES:</b>	BUDGET
Membership Dues	10,000
Morganeer Advertising	840
Regalia, net of expenditures	200
<b>Total:</b>	<b>11,040</b>
<b>EXPENSES:</b>	
Morganeer	7,400
Insurance	2,300
Website	1,450
Bank Service Charges	0
Area Events	500
Autumn MOG Exp	0
Miscellaneous	0
Directory	0
<b>Total:</b>	<b>11,650</b>
<b>NET:</b>	<b>(610)</b>

## STATEMENT OF FINANCIAL POSITION

<b>ASSETS:</b>	
Cash	18,462
Autumn MOG Deposit	0
<b>Total:</b>	<b>18,462</b>
<b>LIABILITIES AND EQUITY:</b>	
Deferred Dues Revenue	5,300
Member's Equity	13,162
<b>Total:</b>	<b>18,462</b>

## STATEMENT OF ACTIVITIES

### CHANGES IN ASSETS

<b>REVENUES:</b>	BUDGET
Membership Dues	10,120
Morganeer Advertising	840
Regalia Sales	459
Autumn MOG	15,010
<b>OTHER CHANGES IN ASSETS:</b>	
Deferred Membership Dues	(700)
<b>Total:</b>	<b>25,729</b>
<b>EXPENSES:</b>	
Regalia	206
Bank Service Charges	91
Website	1,421
Autumn MOG Exp	13,240
Area Events	367
Morganeer	7,370
Insurance	2,266
Directory	1,618
Miscellaneous	0
<b>Total:</b>	<b>26,578</b>
<b>INCREASE OF ASSETS:</b>	<b>(849)</b>
<b>ASSETS, BEGINNING OF YEAR:</b>	<b>19,311</b>
<b>ASSETS, END OF YEAR:</b>	<b>18,462</b>
<b>OPERATING NET:</b>	<b>(149)</b>

## 2016 BUDGET

<b>REVENUES:</b>	BUDGET	ACTUAL	DIFF
Membership Dues	10,200	10,120	(80)
Morganeer Advertising	840	840	0
Regalia, net of expenditures	400	253	(147)
	<b>11,440</b>	<b>11,213</b>	<b>(227)</b>
<b>EXPENSES:</b>			
Morganeer	7,500	7,370	(130)
Insurance	2,300	2,266	(34)
Website	1,200	1,421	221
Bank Service Charges	0	91	91
Area Events	500	367	(133)
Autumn MOG Exp	1,000	(1,770)	(2,770)
Miscellaneous	0	0	0
Directory	1,900	1,618	(282)
<b>Total:</b>	<b>14,400</b>	<b>11,362</b>	<b>(3,038)</b>
<b>NET:</b>	<b>(2,960)</b>	<b>(149)</b>	<b>2,811</b>

# SPIDER'S TECH TIPS

## *Boing – Boing: $F=kX$*

Spider,

Checking to see if you folks know where I can get few seat springs. That seems to be an item that Morgan Motors in Copake doesn't carry. I'll be checking a few more hardware stores but so far I've not found anything close. The upholstery shops don't use anything like straight springs anymore. In fact they look at me as though I was from Mars!

Erwin (*Dressel*)

Hi Erwin,

There are two approaches to springs in the front seats of a 4-seater Morgan.

The traditional approach (as the works did it when building your car) uses a series of coil springs staged with distributor bars to better distribute the loading over the length of the spring and regulate left-right displacement.

A more contemporary approach is the one used in automotive interiors today: zig-zag springs. I know I've seen a photo of a Morgan seat done with these but I can't seem to place it. They don't look like they could do the job but they sure seem to. You can find these at a NAPA store (possibly, depending on the store) or online from automotive upholstery suppliers or even AMAZON at <https://www.amazon.com/Zig-Furniture-Auto-Upholstery-Springs/dp/B01FE3PSZE>. The ones I saw were arrayed on the seat frame in the same manner as the traditional coil springs.

While looking for zig-zag springs, I came upon this: <http://www.diyupholsterysupply.com/upholstery-spring.html>

Good luck and run cool,  
Spider

Thanks Spider! My seats are close to being the same as yours but not quite. I have several corner springs on the seat that are 3.75 long. Mr Fink, original owner, must have been quite heavy, for one spring is missing and the other is distorted. Today I found that I can get custom springs made from McMaster-Carr and have now ordered three springs. Unfortunately, I've discovered that custom springs are more than a little pricey as follows:

*Custom Extension Spring, .072" wire dia., .438" OD, 3.75" overall lg., 3.00" body length, single hook ends, plain finish, for a quantity of 3 each, they are \$72.20 each and we can ship 3 in 2 weeks.*

So I went to the local hardware store and got the next best spring. My backside will never know the difference!

Erwin



Erwin,

I saw this at my local hardware store and was thinking of you! See Photo! See anything you like?

Spider

Spider,

Best dog-gone collection and display I've seen to date!

Erwin

Erwin,

I knew I had this photo somewhere but wasn't able to put my (digital) finger on it. Today, I came upon it accidentally and so am sending it. These are the kinds of springs currently used in upholstered furniture of all kinds and in all places (boats, aircraft, cars, living rooms, theaters, etc.). The chair in the photo is from Ron Garner's four-place. You might note the slide release mechanism under the seat; it replaces the steel flat-bar-and-two-wingnuts that the factory uses.



Run cool,  
Spider



## Drive on over to our St. Patrick's Day Celebration!

Saturday, March 18

Time: 2PM

30 West Sunset Rd.  
Pompton Plains, NJ 07444

Join us for Louise's Corned Beef & Cabbage, Dawn's Irish Stew, Irish Soda Bread topped off with Irish Coffee. Hosted by Jom Nolan and Dawn Heflen & Louise & Bob Nunnink

Please send \$100 (per person) to confirm attendance by March 7

To: Jim Nolan  
507 Manchester Ave.  
North Haledon, NJ 07508  
Jim's Cell 973-476-1151

## FARTHEST NORTH DUSTOFF *Return to the Samoset*



If you have been lamenting the demise of Lobster MOG and reliving fond memories of Autumn MOG 2015 and the coast of Maine, dry those tears and fear not Morganeers.

We will return to the beautiful Samoset resort for a spring dustoff, to include a tour of the coast and, of course, a lobster dinner.

Where: Samoset Resort, Rockport, ME

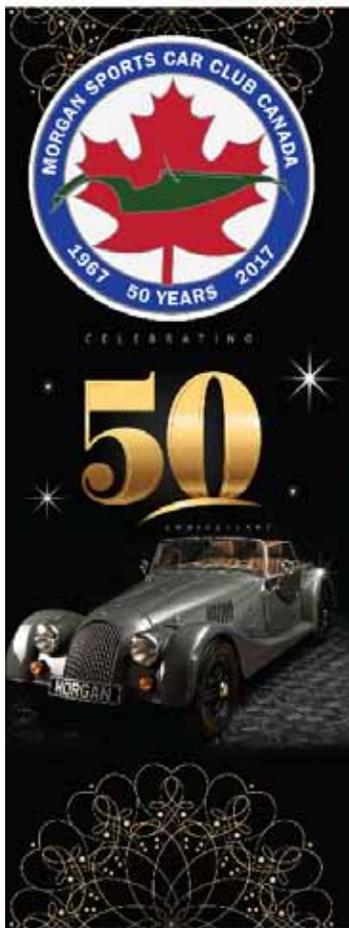
When: May 19-21, 2017

Your hosts: Frank & Meredith Wnek

Look for details on room reservations soon via club email and on the website.

A limited number of rooms will be available at the Samoset. Reserve early!

### MORGAN SPORTS CAR CLUB of CANADA 50<sup>th</sup> ANNIVERSARY CELEBRATION



You are invited to join us August 25/26/27 2017 in Burlington, Ontario. One hour drive from both Niagara Falls and Toronto and with access to beautiful Morgan rides in rural Ontario including Rattlesnake Hill.

#### Program

##### Friday August 25<sup>th</sup>

Hotel Check in from 3pm  
Registration for the weekend from 4pm  
Welcome Reception from 6pm to 8pm

##### Saturday August 26<sup>th</sup>

Club Runs arranged both morning and afternoon.  
Drivers meeting at 9:30am.

Or... possible "Car Show & Shine"  
Or... being one hour from both Toronto and Niagara Falls enjoy your own day of sightseeing.

6pm. - 10pm. Anniversary Dinner in the main hangar at the Canadian Warplane Heritage Museum at Hamilton airport. A 30 minute ride from the hotel or take a cab or limo.

Smart casual dress with a Morgan flair.  
Tickets ...\$110 per person  
(this covers all costs charged by CWCN for food, beverages, wine and tax)

##### Sunday August 27<sup>th</sup>

Club runs arranged in the area for the day. Drivers meeting at 9:30am.

-or- being one hour from Toronto and one hour from Niagara enjoy your own day sightseeing

Hotel Checkout noon or stay an extra day

We will have a "noggin" room available for Friday evening and Saturday for those wishing to get together informally.

BOOK YOUR HOTEL NOW!!! DETAILS OVER .....

Questions? Contact Alan Lytle at 905 822 1606 [alanlytle@sympatico.ca](mailto:alanlytle@sympatico.ca)

FATHER'S DAY CAR SHOW



**NEW ENGLAND  
AUTO MUSEUM**

**SAVE THE DATE  
JUNE 18, 2017 FROM 10AM-3PM**



Sunday, June 18, 2017 from 10AM-3PM at Mathews Park in Norwalk, Connecticut will be the third annual Father's Day Car Show! All show cars are welcome - no cut off year! Great food & refreshments all day. Prizes and Trophies for People's Choice, Favorite-in-Show and many more! Dash Plaques for the first 100 entrants. Featured Marques Cars this year are Morgan's and Chevrolet Camaros. Show cars: \$20 day of show; Preregister: \$15/online. All Spectators FREE admission. Voluntary donations to New England Auto Museum suggested.

Address: Mathews Park adjacent to Lockwood-Mathews Mansion & Stepping Stones Museum for Children at 295 West Avenue, Norwalk, CT

## **ENJOY A MAINE CLAMBAKE IN NEW JERSEY**

With Jeri and Bob Cohn

**Sunday, June 4 @ 1:00 PM**

**BYO beverages !**

Lobster, clams, corn, potatoes @ \$24 per person.

The wood-fired steamer limits us to the first 34 lobster-eaters who send their checks to:

**Robert Cohn**

**61 N. Pleasant Ave.**

**Ridgewood, N.J. 07450**

**Call 201-447-6982 for directions, if needed**

All non-Lobster eaters can forget the check and are encouraged to join the party.  
The grill will be ready to cook anything you bring.

**Sunny day: drive your Morgan  
Rainy day: We eat under cover**



DRIVEN AT HEART

NEW **Morgan 3 WHEELERS:**  
choose from **2016 Triple Black**

NEW **2016 Morgan 3 WHEELER:**  
Tourist Trophy Special Edition #5  
of 5 built for the World, Polished  
Alloy body, quilted Navy Blue  
leather stitched in yellow, more!

NEW **2016 Morgan 3 WHEELER:**  
Polished Alloy Land's End Trials  
Edition, 1 of 5 for the World

NEW **2015 Morgan ROADSTER**  
'65: Montblanc White/Chocolate  
leather, 340HP 3.7 liter V6/6 speed

**2015 Morgan 3 WHEELER,**  
SUPERDRY EDITION, (no longer  
in production), 820 miles,  
absolutely as new condition

**2015 3 WHEELER** Black,  
Electric Blue leather

**2005 Morgan 3.0 ROADSTERS,** choose  
from: Two Tone Blue Metallic;  
BRG Metallic/tan, 1,800 miles

**2003 Morgan PLUS 8,** 35th  
Anniversary (1/100) Panama Green  
Met./Sand leather, 4.4k miles

**1998 Morgan PLUS 8,** Connaught  
British Racing Green/Tan Biscuit  
leather interior, Black Ambla top  
and side curtains, 7,000 miles,  
all fluid changed one year ago.  
Alloy wheels, photo build book  
signed by Peter Morgan.

**1998 Morgan  
PLUS 8,** Rosso  
Corso with Tan  
leather & weather  
equipment, 5.6k miles, 2 owners  
from new, stainless steel wheels,  
stereo, luggage rack, as new

**1989 Morgan PLUS 8,** Gasoline  
powered, LHD, British Racing  
Green body/Black wings, Tan  
leather interior, 28k original  
miles, beautifully kept

**1973 Morgan PLUS 8,** 13k orig.  
miles, Grey Metallic/Dark Red  
leather, 1 owner since '76

**1967 Morgan PLUS 4,** four  
pass SuperSport perfect clone,  
ground up restoration

**1963 Morgan PLUS 4 SS ROADSTER,**  
Low bodied, LHD, freshly serviced,  
new generator, stainless exhaust  
system, all correct LawrenceTune/  
SuperSport ancillaries

**1962 Morgan PLUS 4 FOUR SEATER,**  
Red/Black leather // AUTOMATIC TRANS

**1959 Morgan PLUS 4 DHC, BRG/**  
Black Wings, black int. very nice

**1958 Morgan PLUS 4 FOUR PASS,**  
Ivory/Green leather, older beautiful  
restoration // BIG PRICE REDUCTION

**1953 Morgan PLUS 4 FLATRAD WITH**  
CYCLE FENDERS // SON OF SKIMPY,  
AKA, SKIMPY II, BRG/black fenders

**OTHER MARQUES:**

**Allard J2X, Mk III**

**2012 Perana GT,** last one ever  
of 6 for the US; LS3/AT

**2008 Tesla ROADSTER,** almost  
new, every option, Red

**1959 Triumph TR3** Black

**1951 Willys "WOODIE" STATION**  
WAGON, modern V6/AT

**Morgan**  
**WEST**

Authorized Morgan Motor Car Dealer

**(310) 998-3311**

**WWW.MORGANWEST.NET**

**WWW.ALLARDWEST.COM**

**WWW.PERANAWEST.COM**

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# The Morganeer

## CROSSHEAD

*The Morganeer is the official Journal of The 3/4 Morgan Group, Ltd., a not-for-profit corporation under the laws of New York State. The Group is dedicated to furthering the enjoyment, appreciation, and use of cars produced by The Morgan Motor Company, Malvern Link, England. The Morganeer is published bi-monthly and is free in print to all Group members. It is also distributed electronically to members and available at [www.morgan34.org](http://www.morgan34.org).*

## SUBMISSIONS

- Submit copy & photos to the Editor either electronically or by mail.
- Mailed submissions must be typed.
- Electronic copy format - WORD, .txt, or .rft.
- Electronic photo format - .jpg.
- Mailed photos will be returned if requested.
- Caption photos to identify cars, people, locations, dates, events, etc.

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